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No anonymously signed communications that have already appeared in other papers will be inserted.

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P.O. Box 37. Telephone No. 12.

The Daily Press.

HONGKONG, June 26th, 1900.

By the time when this appears in print the force which left us in H.M.S. *Terrible* on Saturday, the 16th inst., will either have succeeded in cutting its way through the flat creek-intersected country which lies between Taku and Tientsin, or have added another to the list of failures to relieve the latter town. From two sources, from the official despatch of Admiral Buxton to the home Government and from the intelligence which has reached Shanghai from the north, we know that the Chinese troops have repulsed the attempts made to reach Tientsin from the coast. The Shanghai telegrams furnish the further details that the Russians made the first essay—this we knew before—and that the Germans followed them up, but without effecting any good. The news will be received with astonishment by those who were inclined to ridicule the idea of a stubborn resistance being offered by the Chinese to well-armed European soldiers and marines. But the fact is that the allies have before them a very different lot of men from those who went down before the Japanese in 1895. China has now at her command a vastly increased force of drilled men, specially picked by their European instructors and armed with modern weapons which they have learnt to handle with precision. In view of this fact it seems that the troops of the Powers have attempted to meet them in insufficient numbers, though there would

hardly seem at first sight any necessity for this, considering the number of vessels now in the Gulf of Pechili and the forces stated to be ready for immediate action. It is plain that the numbers of the Russians at the spot must have been exaggerated, or else they have failed to make full use of their resources. The whole conduct of the allied forces remains most puzzling. It is doubtful very satisfactory for the home Government to hear from Admiral Buxton that "the Admirals are working in perfect accord," but if they accomplish nothing, all the accord in the world will be worth nothing also. Accord in these circumstances is only valuable as resulting in action. We could hardly be charged with impatience, by those who remember all we have been hearing of the immense demonstration of the combined fleets off Taku and the poor quality of the opposition, did we wonder what the demonstration has done since the action at Taku. But the time, it may be said, is rather one for a display of patience and for looking the facts squarely in the face. The opposition is far more obstinate than was anticipated, and the allies have not yet enough men to overcome it; in the course of a week or so they will be better able to cope with the difficulties before them. And what of Admiral Serravallo in the meanwhile, who has put his head in the lion's mouth? He cannot be left to his fate, and the Admirals at Taku have no intention of leaving him. But unfortunately he is cut off from the fleet far more completely than he was when first the line behind him was wrecked. Then the allies commanded the railway for some distance outside Tientsin. Now they are not even in touch with Tientsin. We hear of no grand combined action directed to the relief of Tientsin. The Fusiliers and the *Terrible's* men may accomplish the difficult task, but we cannot but wonder why, instead of three separate attempts by different nations, one united effort has not been made. It would prove more "accord" than a hundred despatches.

In the 48 hours preceding noon yesterday there were reported 24 fresh cases of plague and 23 deaths. The figures for the week ending the 23rd inst. were 63 cases and 57 deaths.

The visitors to the City Hall Library and Museum for the week ending 24th June included 383 non-Chinese and 161 Chinese to the former institution, and 192 non-Chinese and 1,968 Chinese to the latter.

Apart from plague there was only one case of communicable disease notified as occurring in the colony last week. This was one of cholera in the Harbour, on board the S.S. *Tetrarch* from Saigon.

A coolie upset a kerosene lamp in a coal-bait at Kennedytown on Saturday night and was severely burned about the body in consequence. He was taken to the Government Civil Hospital.

Mr. H. E. Pollock, Hon. Sec. of the Hongkong Old Volume Society, writes that "the net profit from the tickets taken at Captain Scott's and Captain Limpus' lecture at the Theatre on the 13th instant, which has gone to the credit of the Indian Famine Fund, amounts to \$162.02. By the sale of the pamphlets containing the lecture, which are now being printed by the Daily Press, a further sum will be realized, the amount of which cannot yet be ascertained."

There is every reason to believe that the fact that many armed robberies are being reported in the New Territory just now is due to some of the lawless characters across the boundary having been driven south by the Chinese authorities. About eight of these men who spoke Holo broke into a shop at Sai Kun, near Port Shelter, on Saturday night and took away property to the value of \$1,000. A man in the street was shot by them, but whether purposely or not has not transpired.

Within the last few months one or two prisoners who have been committed for trial and who have been allowed out on bail have not answered to their names at the Criminal Sessions, and their bails have been excheated. In one case the Chief Justice remarked on the smallness of the amount deposited. Mr. Hasland is evidently determined not to err in this respect, for at the Magistracy yesterday he almost took away the breath of Mr. Rees, solicitor, when he told him he would allow a client of his charged with being in unlawful possession out on bail to the amount of \$1,000 being forthcoming.

Sung Yeung's fondness for cheap mutton has brought him into trouble, he being sentenced to a month's imprisonment at the Magistracy yesterday for endeavouring to get away with a leg to which he had no right. The cook of the S.S. *Formosa* was returning from the Central Market with a fine piece of sheep in a basket when the defendant noticed him. The sight of the mutton evidently made his mouth water, for he grabbed it and took to his heels with it under his arm. A taking who had witnessed the incident gave chase and caught him. Though the evidence against him was overwhelming, he tried to make Mr. Hasland believe that he did not become possessed of the mutton dishonestly. He said that he was on the look out for a nice leg and he met a boy carrying one. He thought he could buy the meat cheaper from the boy than from a butcher, so he stopped him and they were bargaining when the picking came up.

A new Police Station is to be erected on the site of the present No. 7 Police Station at West Point.

The steamer *Hailong* left at daybreak yesterday for Taku with stores for the North China Field Force on board. Her departure was delayed for one million more rounds of ammunition.

Tsun Kwang Ng was sliding down a lamp-post after having secured the incandescent burner when he was pounced upon by a constable, who took him to the Police Station and yesterday got him a month's imprisonment.

The Governor-General of India has recognized the appointment of Mr. C. B. Lacey as acting Consul for Sima at Rangoon, during the absence of Mr. Ernest Andrews, and the provisional appointment of Mr. James McGeorge, as Consul for Sima at Moulemein.

Some correspondents write suggesting that, as letters brought over to Macao by the S.S. *Hungshan* arrive so late as to allow but little time for a reply, the Postmaster General might consider the question of having a mail closing for Macao every afternoon at 5 o'clock by the S.S. *Kaitum*.

The Australian papers lost to hand bring news of the naval trial brought off at the end of May, when the *Belle Isle* was sent out with a dummy crew and fired at by the other vessels. It seems that H.M.S. *Majestic*, in a few minutes, at a distance of 1,300 yards, sank the old battleship. The experiment, which was carried out at Selsey Bill, in the English Channel, demonstrated the danger of woodwork in the construction of warships, as the *Belle Isle* was shelled in two minutes.

A serious affray took place in a barber's shop at 20, Wing Kat Street, yesterday morning, in the absence of the master. A message was received asking that someone might be sent to share a customer at his home. There were three assistants in the shop at the time, viz., Chuk Tin, Sin Hang, and Lan Wai, and an altercation took place as to which of them should go. The upshot was that Sin Hung made a dash at Chuk Tin with a razor which he had in his hand and inflicted a serious wound extending some distance down the left side. Chuk Tin said that Lan Wai incited the other man to do this. The police were informed of what had taken place and the lot were taken to the police station, Sin Hung and Lan Wai being detained in custody.

At the office of the Public Works Department yesterday afternoon Mr. G. J. W. King offered for public competition seven lots of Crown land at Yau-mai and one at Ma Tau Kok. The Yau-mai lots (six of which are for Chinese tenants) were sold as follows:—Lot 1087, bought by Pan Sing for \$20,350 (upset \$20,016); lot 1089, bought by Lee Kee and Tam Ho for \$4,680 (upset \$3,300); lot 1089, bought by Chan Shan for \$6,740 (upset \$4,500); lot 1090, bought by San Hip Chee for \$6,820 (upset \$4,500); lot 1091, bought by Mr. A. J. Raymond for \$7,500 (upset \$4,500); lot 1092, bought by Lee Kee and Tam Ho for \$9,040 (upset \$5,400); lot 1093, bought by Tam Ho for \$9,220 (upset \$5,400). The lot at Ma Tau Kok (lot 1094), was sold to Messrs. Puchard, Lowther and Co. for \$9,000 (upset \$7,500).

The French Government has given instructions to its colonial authorities as regards the measures to be taken in case of plague outbreaks. It directs that preventive measures should, at the outset, be mainly aimed at rats, at parasitic insects harbouring in human beings and in rats, at people arriving from infected places, and at goods from such localities. The utmost care in disinfection is enjoined. Infected buildings are to be destroyed by fire, and plague patients are to be rigorously isolated. No houses should be allowed to be built on the sites of the burned dwellings. Minute directions are given how to administer the anti-plague serum. This serum is prepared at the Pasteur Institute at Paris. Quarantine in cases of deaths from plague has to last twelve days. The instructions close with strict injunctions to deal quickly with the first signs of plague, because the disease will go on for years where it has once gained a foothold.

THE CRISIS IN CHINA.

PREPARATIONS IN MANILA.

The *Manila Times* of the 21st inst. says:—Lieutenant Kosman, acting Quartermaster in charge of corals at Manila, received orders Monday p.m., to get a wagon train ready to ship to the seat of the present trouble in China. Sixteen covered wagons, three ambulances and three Dougherty wagons, all new and just from the builders in the States, have been set up in the coral shops. Every wagon will be provided with a team of four mules. A number of *garrajos* will also be shipped in connection with the train so that in the event of the Army wagon being not suitable, a pack train may be used. Between Tientsin and Peking, the locality where the present trouble is, there is an old bull cart trail which has existed for many years and as an army wagon is eligible to safely perform the evolution of a Rocky Mountain goat, there can be no reason why an American "mule skinner" cannot introduce a novelty in equestrianism among the almond-eyed Mongolians. Roads are unheard of, in the mountainous portion of China, and when this difficulty is encountered the pack train will be brought into play. There is no lack of taxpayers anxious to be selected to go with the train. The coral men who are to make the trip are much envied by the less fortunate ones. The wagon master with the 9th Infantry train will take charge. Rumour had it last night that the Hancock has been held, to transport a part of the expedition. The Company *Maritima's* boat *Bravo* was sent out into the bay yesterday afternoon and lay at anchor close to the *Logan*. She will take aboard some of the *Logan's* cargo to bring ashore here, while nearly all the commission on the big transport will be taken to China. The quartermaster boat *Kennedy City* managed to get out to the *Logan* yesterday and took a big lot of provisions. The bay has been so rough the past few days that it is impossible to small craft to make the trip into the bay to discharge any vessel's cargo.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

London, 24th June, 8.10 p.m.

OFFICIAL NEWS—TIENTSIN

RELIEVERS REPULSED.

Admiral Bruce telegraphs that the Admirals are working in perfect accord. He confirms the news that the attempt to relieve Tientsin on Friday was repulsed with some loss.

Shanghai, 25th June, 11.22 a.m.

PEITAIHO ABANDONED.

The *Humber* arrived at Chefoo on Saturday night from Peitaiho, bringing thirty refugees, including Major Fergusson and his wife, and Messrs. Kinder (Engineer-in-chief of the Imperial Chinese Railways) and Ricketts. The guard has been withdrawn from Peitaiho.

TWO FAILURES TO RELIEVE

TIENTSIN—THE "TERRIBLES"

MAKE A THIRD ATTEMPT.

Two unsuccessful attempts have been made to relieve Tientsin, the first by the Russians, the second by the Germans. A force from H.M.S. *Terrible* has now gone to Tientsin.

ADMIRAL SEYMOUR STILL

UNHEARD OF.

No news is to hand yet, and grave fears are entertained about Admiral Seymour and his force.

Canton, 25th June, 2.25 p.m.

H. B. LI HUNG-CHANG.

Li Hung-chang will not leave for the North.

[It appears from this that the Viceroy has received fresh orders from Peking, countermanding his previous instructions. Possibly the Imperial party think that the success of the troops in stopping the relieving force for Tientsin renders mediation unnecessary.]

Shanghai, 25th June, 9.53 p.m.

SHANGHAI TROOPS MARCHING

ON PEKING.

A Shanghai telegram received by the French Consul here, states that three thousand Manchus and eight thousand of Governor Yuan's troops are making a forced march through Shanghai to Peking.

TWO JESUIT FATHERS

MURDERED.

Two Jesuit fathers have been murdered at Hsien-hsien in Chihli.

Shanghai, 25th June, 10.20 p.m.

NEUCHWANG-TIENTSIN LINE

DESTROYED.

Newchwang reports that on Saturday the Chinese Railway between Tientsin and Newchwang was destroyed in several places. The engineers and the missionaries from Kinchow and Liowang have arrived at Newchwang.

NEUCHWANG THREATENED.

There is only a Russian gunboat at present in the harbour. It is rumoured that 5,000 Imperial troops are advancing from Moukden. 85 native cavalry have arrived.

THE WAR.

London, 24th June, 8.10 p.m.

GEN. BULLER'S PROGRESS.

General Buller has reached Standerton unopposed.

REUTER'S SERVICE.

London, 23rd June.

MOBOCCO AND FRANCE.

Morocco has formally demanded from France that the questions in dispute between them be submitted to European arbitration.

THE WAR.

Reuter's correspondent at Pretoria, 19th instant, says that the net is gradually being drawn round Commandant Dewet by Generals Buller, Brabant, Bunde and Methuen. It is stated that General Buller is willing to surrender, but is prevented from doing so by President Kruger, who insists on being allowed to remain in the country.

HONGKONG LEGISLATIVE COUNCIL.

Yesterday afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present:—

The EXCELLENCY, THE ACTING GOVERNOR,

Major General GASCOIGNE, C.M.G.

The Hon. P. H. MAY, C.M.G. (Acting Colonial Secretary).

Hon. V. METCAL GOODMAN (Attorney-General).

Hon. A. M. THOMSON (Colonial Treasurer).

Hon. R. D. OMBESY (Director of Public Works).

Hon. BASIL TAYLOR (Acting Harbour Master).

Hon. A. W. BREWIN.

Hon. C. P. CHATER, C.M.G.

Hon. Dr. Ho Kai.

Hon. J. THURBURN.

Hon. R. M. GRAY.

Hon. W. A. YIN.

Hon. J. J. KESWICK.

Mr. R. F. JONESTON (Acting Clerk of Council).

THE NEW MEMBERS.

Messrs. Basil Taylor and John Thurburn were sworn in as members of the Legislative Council.

PAPERS.

The ACTING COLONIAL SECRETARY placed on the table the following papers:—Return of superior and subordinate courts for 1899; further correspondence on the subject of the Jubilee Road round the island; and the Secretary of State's despatch with reference to the colony's contribution to the South African War fund.

The ACTING COLONIAL SECRETARY laid on the table the Financial Minutes Nos. 30, 31, 32, 33, and 34, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was carried.

The ACTING COLONIAL TREASURER laid on the table the report of the Finance Committee (No. 10), and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was carried.

AMENDING THE MAGISTRATES ORDINANCE.

The ACTING GOVERNOR proposed the second reading of the Bill entitled "An Ordinance to amend the Magistrates Ordinance, 1890 (No. 10 of 1890)." He said:—

This Ordinance proposes to enable the magistrates to deal summarily with two classes of cases which, at the present time, must be committed by him for trial and can only be disposed of by the Supreme Court. Allow me to illustrate the first of them. Suppose a coolie returning from Singapore to Canton on board a British ship steals 50 cents from a passenger bound for Japan. If this theft occurred after the ship had entered the land-locked waters of this colony, as, for instance the harbour, the magistrates could proceed on his journey. If, however, the theft occurred on the High Sea, just before the ship reached our waters, it would have been committed "within the jurisdiction of the admiralty" and would, therefore, have to be sent for trial, if all offences committed within the jurisdiction of the admiralty are to remain in the existing Schedules. It might be a great loss and inconvenience to the passenger to have to remain in Hongkong till the next Criminal Sessions of the Supreme Court in order to give evidence. It is quite possible that it would be held that Section 68 of the Imperial Merchant Shipping Act of 1894 actually confers on the Magistrate the jurisdiction which the Magistrates Ordinance of 1890 does not confer. In that part of the Act applies to Her Majesty's dominions, and "Magistrate" is included in the definition of "Court." But, in any case, it is difficult to see why the jurisdiction should be withheld. The other amendment deals with petty cases of offering bribes, &c. With these introductory remarks I will refer you to the minute appended by me to the Bill, headed "Objects and Reasons." If I now read that minute I shall probably occupy less of your time than I long speech. The objects and reasons are as follows:—

"There appears to be no valid reason why in cases of comparatively trifling offences committed within the Admiralty Jurisdiction, as for instance on board a British ship on the high seas, the offender should not be dealt with summarily by the Magistrate in the same way as if the offence had been committed after the ship had entered the harbour. There can be no doubt that the necessity at present existing of sending all such cases to the Sessions of the Supreme Court either work great hardship on innocent witnesses who are bound over to appear, or causes a failure of justice by the refusal of persons to prosecute. Hongkong is a port frequented by vessels, many of which stay there but a short period before proceeding to other places, and it is often most inconvenient for witnesses to remain after the ship has left. What the sentence of six months' hard labour, which is frequently met with in the case of such offences, and which, there is no valid reason why the Magistrate should have to commit the accused for trial just because the offence happened outside the harbour."

"By section 80 of the Magistrates Ordinance, 1890, as amended by Ordinance 12 of 1895, the Magistrate cannot inflict imprisonment for more than six months. If, therefore, the gravity or difficulty of the case rendered committal for trial desirable, the Magistrate would commit just as he can now, even where the case is not excluded by the schedule from summary jurisdiction. (See the third clause of section 80 of the Magistrates Ordinance.)

"As regards cases of ignorant Chinese offering small bribes of a dollar or two to Sanitary Officers, or Overseers in the Public Works Department to induce them to refrain from performing their duties, the Magistrate could quite well deal with matters of this kind and dispose of them promptly and satisfactorily. During the last two Sessions of the Supreme Court the times of the Chief Justice, the Attorney-General, the Crown Solicitor and the jury, was occupied by no less than four such cases, the last being a charge of offering forty cents to an officer to release from custody an offender whom he was taking to the Police Station. As a matter of fact the Magistrate does, continually, deal with much more serious offences than the offering of petty bribes, and therefore he could quite properly be entrusted to dispose of matters of that kind. This Ordinance is intended to make the amendments in the schedule to Ordinance No. 10 of 1890, necessary to confer the requisite jurisdiction upon the Magistrate."

The ACTING COLONIAL SECRETARY seconded, and the motion was carried.

The Bill passed through the committee stage, and on the Council resuming it was read a third time and passed.

AMENDING THE FINES ORDINANCE.

The ACTING GOVERNOR moved the second reading of the Bill entitled "An Ordinance to amend the Fines Ordinance, 1899." He said:—

It will be remembered that before Ordinance 37 of 1899 was passed pier-owners were practically tenants at will, having merely license for their piers. In view of the requirements of commerce substantial piers became necessary and it was deemed a hardship that where a considerable sum of money had been laid out on a really substantial pier it was impossible to obtain a lease of the structure for a considerable period. The pier-owners desired to get leases for a number of years. The difficulty was met by Ordinance 37 of 1899 by which the rent was increased and the increased rent was specified in the Schedules, and it was understood that scale was to hold for 25 years, when it would be open to revision by the Governor in Council for a further period of another 25 years. Nothing was said in the Ordinance about the revision after 25 years. It was assumed by the Act that it would suffice as a term to that effect was contained in the Leases, but the Secretary of State thought it should also be provided for by the Ordinance itself. Hence the second amendment. As regards Crown foreshore I need only refer to the objects and reasons appended to the Bill which I will now read:—

"Crown foreshore was defined by Lord Hale to be 'the ground belonging to the Crown between the ordinary high-water and low-water marks.' The new Praya Wall will, in some instances, leave little, if any, ordinary Crown foreshore visible. But as the bed of the sea extending from such new Praya Wall into the harbour belongs to the Crown, no person can erect or maintain a pier thereon without the permission of the Crown. It has been thought advisable, therefore, to extend, for purposes of the Fines Ordinance, 1899, the meaning of Crown foreshore so as to include Crown land covered with water below ordinary low-water mark."

"As regards the revision of rents, it was arranged, when the Fines Ordinance, 1899, was under consideration, that the Governor in Council should have power to revise and alter the scale of rents at the end of twenty-five years, such revised scale itself to remain in force for a like period of twenty-five years. It had been assumed that the insertion of a clause to that effect in the Leases of the Piers would suffice, but the Secretary of State deems it expedient that a provision authorising such revision should be inserted in the Ordinance itself. This will prevent any misunderstanding at the end of the period of twenty-five years, when the arrangement in question, assumed to last years on behalf of the Pier Owners, may possibly have been forgotten or overlooked."

The ACTING COLONIAL SECRETARY seconded, and the motion was carried.

The Committee having passed through the committee stage, on the Council resuming, it was read a third time and passed.

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MEETING OF THE FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of the Legislative

Great Britain and France, Siamese Frontier.
Great Britain and Russia, Railway Convention,
1899.

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ELECTRIC BELL INSTALLATIONS

ERECTED AND KEPT IN
ORDER

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to
fit up Installations if required.

For full particulars, &c., &c.,
Apply to — STEPHEN HARRISON

W. STUART HARRISON,
Manager.
Note Address:—13, PRATA CENTRAL.

Hongkong, 18th January, 1898. [2099]

FOR EUROPE and AMERICA,
INDIA, AUSTRALIA, &c.,

and for
PRIVATE RESIDENTS AT THE OUTPORTS.
A COMPREHENSIVE AND COMPLETE RECORD
OF THE

NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS.

with which is incorporated
"THE CHINA OVERLAND TRADE REPORT.
Subscription, if paid in advance, \$12 per annum.
Returns to any part of the World \$2.

Portage to any part of the world.

NEW ADVERTISEMENTS

TO LET.
A FURNISHED HOUSE at MORRISON HILL, with immediate possession. For Particulars apply to the undersigned.
H. J. GEDGE.
12, Queen's Road Central.
Hongkong, 26th June, 1900.

WANTED.

AN ASSISTANT for a BUSINESS in MANILA. Must be an Englishman with some knowledge of Bookkeeping and business generally. A Good Salary will be paid to a competent man. Prospects of advancement are good.
Apply—
X. Y.
Care of Daily Press Office.
Hongkong, 26th June, 1900.

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.
AN INTERIM DIVIDEND at the Rate of Four per Cent. (One Dollar and Fifty Cents per Share) for the Six months ending 30th June, 1900, will be PAID, on application to the Registered Shareholders in the above Company, on SATURDAY, the 7th July, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th July, both days inclusive.
MEYER & CO.
General Managers.
Hongkong, 25th June, 1900.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 2nd day of JULY, 1900, at 3 P.M., are published for general information.
By Command.
F. H. MAY.
Acting Colonial Secretary.
Colonial Secretary's Office.
Hongkong, 16th June, 1900.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 2nd day of JULY, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land, at Shaokwan, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Containing in Square Feet.	Annual Rent.	Upset Price.
N.	S.	E.	W.			
1.	392.	Shaokwan Island.	40' 0" 40' 0" 40' 0" 40' 0"	2,275	12	275

GOVERNMENT NOTIFICATION.

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Acting Colonial Secretary.
Colonial Secretary's Office.
Hongkong, 16th June, 1900.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 2nd day of JULY, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 21 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Containing in Square Feet.	Annual Rent.	Upset Price.
N.	S.	E.	W.			
1.	Let 9.	Garden Peak Road.	71' 0" 27' 0" 51' 0"	3,613	5	151

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship "KINTUCK" having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 30th inst. at Noon will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godown, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be handed here unless instructions are given to the contrary before Noon TO-DAY.

JARDINE, MATHESON & CO., Agents.
Hongkong, 25th June, 1900.

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"FORMOSA,"

Captain Hodgins, will be despatched for the above ports, TO-DAY, the 26th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & CO., General Managers.

Hongkong, 25th June, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain F. J. Ruff, will be despatched as above on THURSDAY, the 28th inst., at 4 P.M.

This Steamship has superior accommodation for First Class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 25th June, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN,"

will be despatched as above on or about MONDAY, the 2nd July.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 26th June, 1900.

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TRANSFER BOOKS of the above Company will be CLOSED on the 2nd July, 1900, on which day the CALL now advertised will be PAYABLE.

By Order.
A. SHELTON HOOPER, Secretary.

Hongkong, 16th June, 1900.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the Twenty-seventh day of March, 1900, the following Resolutions were passed:

1.—That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March and since duly registered, the sum of £1,500,000 be withdrawn from the Reserve Fund and be carried as at the 2nd July next to the Credit of Capital Account, each Share being credited with a sum of £25 as paid up thereon in addition to the sum of £50 now standing to the credit of each Share.

2.—That the balance of £25 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of £25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 44 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of 12 per centum per annum, upon all Calls remaining unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board.
A. SHELTON HOOPER, Secretary.

Hongkong, 26th March, 1900.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 4, QUEEN'S BUILDING, on SATURDAY, the 7th July, at 12.15 P.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 30th April 1900, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd June to the 7th July, both days inclusive.

By Order of the Board of Directors.
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th June, 1900.

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that a FINAL CALL of \$9.50 per Share has been made in respect of the "B" Shares in the above-named Company, and that such CALL is PAYABLE to the General Managers on the 17th day of JULY next, at the Office of the Company, 33 and 41, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 16th May, 1900.

AMOI.

FOR SALE, as a going concern, the "AMOI HOTEL." Well furnished throughout.

Apply by Letter to—HOTEL.

Care of Hongkong Daily Press Office.

Hongkong, 26th June, 1900.

AMERICAN PORTABLE WOODEN HOUSES.

THE Undersigned have been appointed AGENTS, and are prepared to accept orders for a variety of designs.

Particulars on application to—

WOODS & CO., 4, Queen's Road Central.

Hongkong, 17th April, 1900.

BANKS.

THE BANK OF CHINA & JAPAN LIMITED.

WORKING CAPITAL over £210,000

RESERVE LIABILITY OF SHAREHOLDERS fully £425,000

HEAD OFFICE: 36, Nicholas Lane, London.

BRANCHES: Hongkong, Shanghai, Singapore.

Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS: The Bank of England and the Capital and Counties Bank, Limited.

General Manager—F. C. BISHOP.

INTEREST ALLOWED.

On Current Accounts 2 per cent

Fixed Deposits 3 months 4 " "

Do. 6 months 4 " "

Do. 12 months 5 " "

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.

Hongkong, 1st May, 1900.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000

SUBSCRIBED £1,125,000

PAID-UP £625,000

RESERVE FUND £30,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balances.

On Fixed Deposits: 3 months 4 " "

6 months 4 1/2 " "

12 months 5 " "

J. THURBURN, Manager, Hongkong.

Hongkong, 24th March, 1900.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option, balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

H. M. BEVIS, Acting Chief Manager.

Hongkong, 26th March, 1900.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$11,500,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS: N. A. SIBBS, Esq., Chairman.

R. SHEWAN, Esq., Deputy Chairman.

E. Goetz, Esq., Hon. Secy.

Hon. W. M. Gray, Esq., Hon. Secy.

A. Haupt, Esq., Hon. Secy.

Hon. J. J. Kewick, Esq., Hon. Secy.

D. Meyer, Esq., Esq.

CHIEF MANAGER: Hongkong—SIR THOMAS JACKSON.

MANAGER: Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per annum on the daily balance.

On Fixed Deposits: For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 1/2 per cent. per annum.

H. M. BEVIS, Acting Chief Manager.

Hongkong, 1st June, 1900.

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORISED CAPITAL £1,000,000

PAID-UP CAPITAL £324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS: CHAN K. SHAN, Esq., D. GILLIES, Esq.

CHOW T. SHANG, Esq., J. T. LAUS, Esq.

Chief Manager: GEO. W. F. PLATFAIR.

Interest for 12 Months Fixed 5%.

Hongkong, 23rd March, 1899.

BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORISED CAPITAL Yen 5,000,000

PAID-UP CAPITAL Yen 1,250,000

HEAD OFFICE—TAIPEI, FORMOSA.

JUICHI SOYEDA, Esq., President.

Head Office Manager—TAKESHI DOKI, Esq.

BRANCHES AND AGENCIES: Tokyo, Osaka, Yokohama, Kobe, Nagasaki, Kyoto, Nagoya, Tainan, Moji, Hiroshima, Hakodate, Otaru, Hongkong, Shanghai, Amoy, Cienfuegos.

HEAD OFFICE—INTEREST ALLOWED.

On Current Account 4 1/2% per annum

On Fixed Deposits: For 3 months 5 1/2 per cent. per annum

6 " 6 " " "

Credits granted on approved securities and every description of Banking and Exchange business transacted.

Drafts granted on the Chief Commercial places both in Japan and abroad.

Further particulars may be obtained on application.

TAKESHI DOKI, Manager.

Taipei, 20th November, 1899.

BANKS.

THE DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow, Calcutta, Tientsin (Kiautschau).

LONDON BANKERS: Messrs. N. M. Rothschild & Sons, Union Bank of London, Ltd.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. SCHOTTLAEENDER, Acting Manager.

Hongkong, 8th February, 1900.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000

PAID-UP CAPITAL 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES: Hankow, Canton, Peking, Chungking, Chungking, Singapore, Foochow, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS: At 2% per annum on Current Account daily balances.

3/4 per annum on Fixed Deposits for 3 months.

5/8 " " " 6 " "

5/8 " " " 12 " "

E. W. RUTTER, Acting Manager.

Hongkong, 2nd February, 1900.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £280,000

RESERVE LIABILITY OF SHAREHOLDERS £280,000

RESERVE FUND £235,000

INTEREST allowed on Current Account at the rate of 2 1/2 per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent.

6 " 5 " "

8 " 6 " "

T. B. SANSON, Acting Manager, Hongkong.

Hongkong, 23rd May, 1900.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000

CAPITAL PAID-UP " 18,000,000

CAPITAL UNPAID " 6,000,000

RESERVE FUND " 8,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES: Kobe, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Tientsin, Newchwang.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LIMITED.

PARIS BANK, LIMITED.

THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

On Fixed deposits for 12 months 5 1/2 per annum.

6 " 6 " "

8 " 7 " "

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT.
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH.
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

GEO. P. LAMBERT.
Auctioneer, Valuer and Goods Broker,
Duddell Street.

V. I. REMEDIOS.
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL.
148 and 150, Queen's Road Central,
Comfortable and Cheap.

THE WESTERN HOTEL.
Excellent Accommodation, \$2.50 per day.
80 and 82, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON.
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aca-
demic, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, L.D. APOTHECARY'S HALL. 69
Queen's Road Central. Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

FUJIYAMA & CO.
Importers, Exporters and Dealers in Japa-
nese Curios, 9, D'Aguiar St., and at Kobe

KUHN & KOMOR.
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING.
China Porcelain, Crockery Ware, 50a,
Queen's Road Central.

DENTISTS

WONG HOHL.
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG.
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DINING ROOMS

THE COSMOPOLITAN HOUSE.
Breakfasts, Dinners, Wines, etc.,
with Meals, 34, Queen's Road.

DRESSERS

EBRAHIM ELLAS & CO.
Milliners, Silk Mercers, Haberdashers.
Low Prices, 87, 89, Wellington Street.

WING HOP.
Ladies' Tailor, Dressmaker, Draper, 62,
Wellington Street.

SEE WOO.
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY.
Merchant Millers, San Francisco.
Eastern Branch, Pedder Street.
WILLIAM W. HILEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories,
17a, Queen's Road Central.

LI KWONG LOONG.
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES.
SUB-AGENTS LIPSON, LD.,
8 and 10 D'Aguiar Street,
Provision and General Merchants.

H. TIE.
Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
Evaporated Cream, 10, D'Aguiar
Street.

JEWELLERS

KANG LEE & CO.
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture, Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Tokio.

SUN SHING. Established 1840.
Silks, Gauzes, Crêpe-Shawls, Chinawares,
Ivory, etc., Gold and Silversmiths and
Engravers, 90, Queen's Road Central.

WAI LOONG.
Gold and Silversmith, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Brides' Human Hair, Fea-
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

**EASTERN ACETYLENE LIGHTING
COMPANY.** Head office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE Light at
lowest rates.

HONGKONG
BUSINESS DIRECTORY.

MERCANTILE AGENT

WOODS & CO.
Duddell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

E. HING.
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

M. MUMBYA, JAPANESE ARTIST.
Bronze and Crayon Enlargements. Work
done for Amateurs, 8a, Queen's Road, Cl.

YEE CHUN.
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA.
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wanchai.
Amateur's Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishman.

RAITAN FURNITURE

WOO KEE, Late HANG CHEUNG SHING.
Rattan Chairs, Matting, Bamboo Blinds,
etc., 73, Queen's Road Central.

KWONG TAI LOY.
Rattan Furniture, Bamboo, Blinds, Mat-
tings all Colours, 18, Praya Central.

SANG MOW.
Rattan Furniture, Bamboo, Screens, Mat-
ting all Colours, 43, Queen's Road, Cl.

SILK GOODS DEALERS

DRUNAMAL CHELLARAM.
Dealer in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguiar Street.

THE GLOBE (TEKUMUL POHSHING).
Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
Marilla Cigars, 12, D'Aguiar Street.

SINCERE & CO.
Silk Handkerchiefs, Shawls, Table Covers,
etc. Wholesale and Retail, 123, Queen's
Road Central and 123, Wellington St.

WASSIAMULL ASSHULL.
Wholesale Importers and Exporters, India,
Chinese & Japanese Silks, Cashmere
Shawls and Ceylon Lace, 46, Queen's
Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK.
Exporters of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order, 17, Queen's Road Central.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandelers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.
Shipchandelers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chandise, 68, Praya Central.

LANE, CRAWFORD & CO.
Tailors and Outfitters, Piano-forte Dealers
Shipchandelers, Furniture Dealers and
Upholsterers, Wine and Spirit Mer-
chants.

MORE & REIMUND.
Shipchandelers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 17, Praya Central.

TAILORS

AH-MEN, HING-CHEONG & CO.
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.

E. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN.
Outfitters, Shirt Makers, Hatters, Hosi-
ers, Drapers, 55, Queen's Road, Central.

LANE, CRAWFORD & CO. Queen's Road.

TAK CHEONG.
Tailors, Gentleman's Outfitters, Hatters,
Hosiery, and Drapers. Chinese Silk of
all kinds, 50, & 52, Queen's Rd. Central.

YEE SANG FAT & CO.
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos."
Importer of the Best Manila Cigars, 25,
Pettiger Street.

KRUSE & CO.
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT.
1 and 2, Leoyne Street East. AGENTS FOR
W. KENNEDY & Co., 37, Calle San
Jacinto, Manila, "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.
12, Queen's Road
and Calle Anlogue, Manila.

AMERICAN SYSTEM

DENTISTRY

CHADWICK KEW
(LATE OF FOATE & NOLAN).
Hongkong, 15th September, 1899. [1766]

SPORT AND ANECDOTE.

BY AN OLD FOEY.

A STERN TRIBUNAL.

Presidents, directors, secretaries, and everyone connected with the management and control of football clubs will not be likely soon to forget the Hillman case. For a good number of years the Burnley goalkeeper has enjoyed a fine reputation as a player; in many quarters, indeed, he has been regarded as eminently worthy of international honours. It is quite likely that he would have played for England during the season just finished had Robinson showed any falling off. Such a standing as this in the football world is not a trifle to be put aside without a second thought; peculiar as some of the selections for places of responsibility may appear to individuals, and inscrutable as some of the Selection Committee's judgements may appear from time to time, there can be no doubt they have the bulk of popular opinion on their side, for the simple reason that the gentlemen forming the committees are known to be impartial, unbiased, and transparently honest. By one foolish and almost unparadiseable act, Hillman, who has occupied a position in the very forefront of English, goalkeeper, has forfeited the good opinion of a tribunal representing the Football Association, by whom he has been banished for a whole season. It is a severe sentence, but it is a just one. In fancy future offenders will see before them that awe-inspiring injunction, "All hope abandon ye who enter here," should they have to cross the threshold of the court of enquiry when gentlemen like Lord Kinnaird, Messrs. Clegg, Crump and Beatty sit in judgment. Invested with a tremendous amount of responsibility, these men of light and leading in football matters give their time, their brains, and their long experience with one object in view, and with one object only, viz., to the well-being of one of the greatest of our national pastimes. Hillman being found guilty of an attempt to bribe an opposing team has to pay the penalty, and though he will receive the sympathy of a good many who nod, and wink, and, matter, "Ah, we could do it if we would," his punishment will not have been inflicted in vain if it puts a stop to the glib suggestions which have been so rife during the closing stages of the past two or three seasons. Everyone will recognise that the task before the commission was not a pleasant one, but the members thereof owed a duty to the public, to the game itself, and to the players, and it should be gratifying to all good sportsmen to find they did not shrink their duty. We all know that the Burnley custodian has been an outstanding personality for a long time, and we shall miss his burly form next season, but it were better a thousand times that he should drop out of the game altogether than the confidence of the general public should be undermined. Before now I have seen Hillman win matches for his club by the brilliancy of his play, but he has shown a queer appreciation of a situation now and again. Upon one occasion the ball had been shot into the corner of the net by one of his opponents and the goal allowed by the referee. Difference of opinion on the legitimacy of the point led Hillman to sulk awhile, and as he showed no inclination to remove the ball one of the spectators had to fetch it from the net and kick it down the field. Afterwards the Burnley man played brilliantly. As he has a trade at his finger ends he may be inclined to take up the towel again, and forsake the fierce strife of the football field.

RANDOM RECOLLECTIONS.

Mention of the stern, unbending attitude of some of our present football politicians brings to mind the great loss the winter game sustained when Sir F. Marindin, retired from active association with the management. To the great majority of the older followers of Association football, Major (as he was then) Marindin was one of the few gentlemen symbols of all that is best, most lovable, and most honourable in sport. No one ever dreamed of arguing against his decisions. He may not have been infallible exactly—he was too high-minded to have claimed such a thing—but his knowledge of the game and all the intricacies of the rules made him a model referee, and it may be questioned whether his legitimate successor has yet been found. I cannot say from memory how many English Cup finals he officiated in, but it must have been some number. And what a pleasure it was to watch a game under his supervision. He may have been autocratic—indeed, I think there can be no two opinions about this—but it was the autocracy of a man putting into force commands backed up by long-earned experience, ripe judgment, and an impartial handling of the scales of justice. It is a good many years ago since he ordered one of the Blackburn Rovers off the field at Kenning Oval for wearing improper studs in his boots. In a bout of tackling, one of the players had a leg "barked." The game was at once stopped, the whole of the players' boots carefully examined, and for a time the Rovers had to do their best in a desperate game with ten men. At the end of the match neither side had scored, and while one eleven clamoured to go on the other retired to the dressing pavilion. After explaining the situation to the captain anxious to proceed, Roberts, the goalkeeper, ventured to dispute the

fairness of the rule. In an instant he was silenced. With a glance of stern intensity, Major Marindin put one simple question, and Roberts collapsed. We have had too few gentlemen of his stamp connected with the game, and though not over-favourably disposed towards professionalism he recognised the inevitable.

THE DOOM OF THE I.C.A.

The International Cyclists' Association, I am afraid, is doomed. Internal dissensions of a peculiarly bitter nature have led to the withdrawal of several of the most powerful continental Unions, and these, being backed up by a new society, founded in the United States to which most of the crack professionals own allegiance, are now engaged in building up the fortunes of a brand new international association and wrecking those of the old one. For some considerable time past I have taken a close interest in the welfare of the I.C.A. Ever since it was first floated by holding world's championship races in 1893, I have cherished the hope that sooner or later cyclists would band themselves together in one common brotherhood the wide world over. Upon reflection, however, perhaps I ought to modify this statement by saying that this idea was cherished for some considerable time. But the championship meetings, important as they have been in their way, have not been always well managed. Still, we saw improvements year by year until the dreadful bungling at Vienna disgusted many supporters, and I suppose the Montreal gathering last year was not a great deal better. Truth to tell, the clashing of interests, no less than the clashing of ideas upon the amateur question, has been responsible, in my opinion, for the disruption, and when the French delegates, with all the pomp and circumstance of a national exhibition behind them, and with some thousands of francs contributed for money prizes for professional cyclists, began to kick over the traces unless they could "rule the roost" it was easy to see the end was near. Of course, the I.C.A. is still with us, and may possibly struggle on a little while longer, but as a potent factor in international cycling I am afraid it is irretrievably ruined.

OBT IN THE MACHINERY.

From the very first, Messrs. Sturges and Raymond have had the most irritating difficulties to overcome. In 1893 the utmost endeavours were made to bring the American champion, A. A. Zimmerman, and our own together. Fred Osmond travelled over to the States upon business connected in some way or other with his firm, and could not be induced to settle down into steady training to meet "Zimmy," a circumstance that gave the smart journalists plenty of opportunities for indulging in delicate sarcasms at the British's expense. That passed off to see two riders who had not been allowed to ride as amateurs in England in 1894 fighting out the amateur championship of the world at Antwerp. The grit in the machinery of the I.C.A. was only in evidence, I shall not easily forget the stirring scenes witnessed on the bank of the Scheldt. Here it was where the sturdy young Englishman, Broadbridge, narrowly brought about a dreadful calamity, from an official point of view, by refusing to obey the behest of one of the uniformed officials of the gathering. Broadbridge was present as a competitor, and when force was resorted to by the official, he so far forgot himself as to use force in return. Oh, the wild scene we had for a few minutes. Then there was the bitterly keen rivalry between the Leir and Jaap Eden factions, the taunts of the Germans and the rejoinders of the Dutchmen, strong and defiant to the last. But these were trifles compared to the expostulations fired off by one Hanses, who proved extraordinarily obstinate with his feet on native soil. It was at Antwerp, too, where little Michael—now a shattered idol—made such a stir by his wonderful riding. Cologne brought yet more dissension over Froin and Banker, and then followed the delightful gathering in Denmark. Copenhagen provided the best sport and the best management, but grit was soon found in the machinery again at Glasgow and Vienna, and the result is before us to-day.

VOX POPULI.

The voice of the people, it seems to me, is likely to become more and more powerful in connection with the actual development of some of our out-door sports. It is quite right that the people who pay the piper should call the tune up to a certain point, but at the same time care will have to be taken that the views and opinions of mere spectators do not overwhelm those whose experience fits them to differentiate upon the finer points of our games—or to carry out the simile, we must be careful that the conductor's baton does not fall into the hands of either Tom, Dick or Harry, unless Tom, Dick or Harry has some knowledge of the conductor's duties and responsibilities. We don't want Ted Sloan, for instance, instructing the M.C.C. on the use and abuse of the heavy roller. Let me here give a few opinions and anecdotes taken from George Giffen's interesting reminiscences. Throughout a match at Melbourne or Sydney a running fire of audible comment is maintained by a number of the spectators, and some very amusing advice is tendered to the players. For instance, when they saw Lyons batting against Peel and Sharpe, as though he were a stone-waller, he was advised to "If 'on over the rhains, Jack." A couple of days before this match, when he was playing for New South Wales against Victoria, they had ridiculed Alec Bannerman's stone-walling. Now they applauded him to the echo, and every time he played a ball came a chorus of "Well played, Alec." George Lohmann bowled a whole over of off-theory to the stone-waller, who quietly allowed all six balls to pass unheeded. Did these people revile him? Not a bit of it. Instead, there came from one stentorian voice, "Why don't you bowl at the wicket, Lohmann?" And from another, "Watch him, umpire, he's bowling wiles." These remarks are very discomfiting to the players,

but it is remarkable that, on the whole, they evince no little knowledge of the intricacies of the game. Once in an intercolonial contest, I had a laugh at their expense. Percy Lewis had been hitting me rather freely, and every time he knocked a fourer came the cry, "Why don't you take yourself off, George?" But the smile was on my side when I clean bowled Percy.

PEATE AND THE OVAL CROWD.

The veteran Australian has some good stories to tell, in addition to many pages of details and records of value to the compiler of statistics. We have long been acquainted with Dr. Grace's fondness for a bit of joking, and it will be easy to appreciate the following yarn. In this 1892 test match, W.G., who dearly loves his little joke, took a rise out of the barrackers. A splendid ball from Bob McLeod just "takes the paint" off the leg stump. W.G. wags his beard as though to say "Bad luck to it," and takes three strides towards the pavilion. Instantly up goes a wild shout. Twenty thousand pairs of hands are clapping; but the old man turns round and asks for block for the next stroke. Then the crowd is silent and crest-fallen, for a rise has been got out of them, and they don't like that. Now and again the crowd become obnoxious, some few of the noisy ones fancying they know more about the fitness of a cricket pitch than all the umpires who ever lived; to such as these Bob Thomas, Carpenter, "Mordy" Shorwin, or "Bobby" Barlow would be as babes and sucklings in cricket affairs. A unique scene was witnessed (says Giffen) at the Oval in our return match with the Players, and I only mention it because, so far as I know—and I may be mistaken—justice has never been quite done to us. It may be remembered that when the luncheon bell rang on the last day we had only 11 runs to make, and 9 wickets to fall. Play was adjourned, and the crowd, thinking that it was done for gate money purposes, were naturally annoyed. They rushed the ground, tore up the stumps, and held possession for some considerable time, although they seemed fairly good-humoured. The facts of the matter were, however, that when luncheon-time came our captain was asked to adjourn, because to finish straight away would mean a heavy loss to the caterers. Murdoch, who was quite willing to go on, agreed to stop on condition that no charge was made for admission after two o'clock. All he received for his pains was abuse. When the temper of the crowd was at boiling point I happened to get a cheer from them as I stood in the doorway of the pavilion, and Peate shortly afterwards was also applauded. Mr. Abcock came to me and said, "You seem to be all right with them, Giffen. Just go and explain things. Perhaps they will hear you." But not having been in the habit of addressing large crowds I made myself scarce. The Surrey Secretary then turned to Peate with a similar request, but the bluff old Yorkshireman replied, "Now, sir, Ah didn't cum here 'f quill riot, but Ah cum 't play cricket." However, the crowd was subsequently mollified, and we finished the match. There is just one word of comment necessary here. Possibly Giffen's long career has caused a lapse of memory with regard to the personality of some of the thousands of cricketers he must have met. Or how should we have him describing "Ted" Peate in 1894 as "a bluff old Yorkshireman"? Bluff he may have been, but seeing that he was born in 1856 he could scarcely be described as ancient in the year mentioned by Giffen. So far as the attitude of the crowd upon this occasion is concerned, little need now be said. Perhaps they were to be pitied—perhaps blamed. But anyone who has sat out the best part of a day waiting for the clouds to roll by, and for cricket to commence will not be too unmerciful towards disappointed, dejected, disheartened (and sometimes dripping) spectators.

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Hongkong, 27th July, 1897. 12

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DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via PORTS OF CALL.	BENGAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 7th July, at Noon.
LONDON via SUEZ CANAL.	ANTENOR	Brit. str.	—	M. H. F. Jackson	BUTTERFIELD & SWIRE	To-day.
LONDON via SUEZ CANAL.	MENELAUS	Brit. str.	—	Towell	BUTTERFIELD & SWIRE	On 10th July.
LONDON via SUEZ CANAL.	BENALDER	Brit. str.	—	C. K. McIntosh	GIBB, LIVINGSTON & CO.	On or about 15th July.
LONDON via SUEZ CANAL.	STENTOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 24th July.
LIVERPOOL DIRECT.	ULYSSES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 25th inst.
BRISBANE via PORTS OF CALL.	OLDENBURG	Ger. str.	—	H. Finger	MESSAGERIES MARITIMES	On 25th inst. at Noon.
MARSEILLES &c, via PORTS OF CALL.	LAOS	Fr. str.	—	Phan	MESSAGERIES MARITIMES	On 2nd July, at 1 p.m.
MARSEILLES &c, via SPORE, &c.	INABA MARU	Jap. str.	—	W. Balbridge	NIPPON YUSEN KAISHA	On 29th inst. at Daylight.
MARSEILLES & LONDON	MZAGON	Fr. str.	—	R. T. L. Cook, R.N.R.	P. & O. S. N. Co.	On or about 29th inst.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hampel	CARLOWITZ & CO.	On or about 17th July.
HAVRE & HAMBURG	SAYOTA	Ger. str.	—	Jäger	CARLOWITZ & CO.	On or about 17th July.
HAVRE & HAMBURG	ALBESIA	Ger. str.	—	Knuth	CARLOWITZ & CO.	On or about 20th Aug.
NEW YORK via SUEZ CANAL.	ARMENIA	Ger. str.	—	Ostermann	CARLOWITZ & CO.	On or about 24th July.
NEW YORK via SUEZ CANAL.	ALBENGA	Ger. str.	—	Petersen	CARLOWITZ & CO.	On or about 15th July.
NEW YORK via SUEZ CANAL.	ACARA	Brit. str.	—	Edrickdale	SHEWAN, TOMES & CO.	On or about 15th July.
NEW YORK via SUEZ CANAL.	L. SCHULT	Brit. str.	—	Kendall	SIEMSEN & CO.	On or about 15th July.
NEW YORK via SUEZ CANAL.	GLENDALE	Brit. str.	—	W. Frakes	DODWELL & CO. LIMITED	On 3rd July.
VICTORIA, B.C., & TACOMA	EXPRESS OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	To-morrow.
VANCOUVER via SHANGHAI &c.	ARGELL	Brit. str.	—	S. Thomson	DODWELL & CO. LIMITED	On 30th inst.
PORTLAND, OREGON, &c.	CITY OF Peking	Amr. str.	—	Kendall	PACIFIC MAIL S. S. CO.	On 5th July, at Noon.
SAN FRANCISCO via SHANGHAI &c.	GALLIC	Brit. str.	—	O. & O. S. N. Co.	O. & O. S. N. Co.	On 14th July, at Noon.
SAN FRANCISCO via SHANGHAI &c.	AMERICA MARU	Jap. str.	—	W. Frakes	TOYO KISEN KAISHA	To-day, at Noon.
SAN FRANCISCO via SHANGHAI &c.	YUINA	Brit. str.	—	J. Thom	BUTTERFIELD & SWIRE	On or about 30th inst.
AUSTRALIAN PORTS	FUTAMARU	Jap. str.	—	Williams	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
YOKOHAMA via NAGASAKI & KORE	CHINCHU	Brit. str.	—	H. S. Toome, R.N.R.	BUTTERFIELD & SWIRE	On 14th July, at 4 p.m.
YOKOHAMA via NAGASAKI & KORE	ROHILLA	Brit. str.	—	P. Grosch	P. & O. S. N. Co.	On or about 7th July.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	STUTTGART	Ger. str.	—	Melchers & Co.	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, KORE & YOKOHAMA	TONKIN	Fr. str.	—	Messageries Maritimes	MESSAGERIES MARITIMES	On or about 2nd July.
SHANGHAI	SZACHUEN	Brit. str.	—	F. J. Cole	BUTTERFIELD & SWIRE	To-day, at 2 p.m.
SHANGHAI	SAITAMA	Brit. str.	—	I. Sato	P. & O. S. N. Co.	On or about 6th July.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	H. Nagata	MIYOSHI BUNSEN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & TAIWANFOO	YAGURI MARU	Jap. str.	—	H. Nagata	MIYOSHI BUNSEN KAISHA	On 1st July, at Daylight.
SWATOW	FORNIA	Brit. str.	—	Hodges	OCCEAN LINE & CO.	To-day, at 10 a.m.
SWATOW	DIAMANT	Brit. str.	—	A. Ramsay	SHEWAN TOMES & CO.	To-morrow, at 5 p.m.
MANILA & ILOILO	KAIFONG	Brit. str.	—	Pennafather	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MANILA & ILOILO	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 14th July, at 4 p.m.
MANILA	FUTAMARU	Jap. str.	—	J. Thom	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO.	On 28th inst. at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	SUISANG	Brit. str.	—	Todd	JARDINE, MATHESON & CO.	To-day, at Noon.
COLOMBO, HAVRE, BHAVEN & HAMBURG	SAMBIA	Ger. str.	—	G. Schmitt	CARLOWITZ & CO.	On 3rd July.

SHIPPING.

ARRIVALS.
 June 24, ONSANG, British str., 1,787, J. Young, Saigon 20th June, Rice and Flour.—JARDINE, MATHESON & CO.
 June 24, QUANTA, German str., 1,148, H. Johnson, Saigon 20th June, Rice.—SANDERSON, WILKES & CO.
 June 24, KIRKICK, British str., 2,890, G. W. Long, Singapore 19th June, General.—JARDINE, MATHESON & CO.
 June 24, CALANDA, Norwegian str., 895, P. A. Jensen, Colombo 8th June, General.—LAUTS, WERNER & CO.
 June 24, FORNIA, British str., 674, A. E. Hodgins, Melbourne and Amoy 23rd June, General.—DOUGLAS LAURENCE & CO.
 June 24, APEKADU, German str., 611, Bendixen, Haiphong and Hoihow 23rd June, General.—JEESON & CO.
 June 25, AMARA, British steamer, 1,506, C. J. Matlock, Java 6th June, Sugar.—JARDINE, MATHESON & CO.
 June 25, AMARA MARU, Japanese str., 1,886, M. Yamahara, Kuchino 19th June, Coal.—BUTTERFIELD & SWIRE.
 June 25, DIAMANT, British str., 1,255, Ramsay, Manila 22nd June, General.—SHEWAN, TOMES & CO.
 June 25, HUMAN, British str., 1,198, Frazier, Canton 25th June, General.—BUTTERFIELD & SWIRE.
 June 25, CLARA, German str., 675, Hansen, Pakhoi and Hoihow 24th June, General.—JESSEN & CO.
 June 25, HUE, French steamer, 764, Morley, Haiphong and Hoihow 24th June, General.—A. R. MARTY.
 June 25, CHENG HOCK KIAN, British str., 950, R. Pentney, Singapore 18th June, General.—CHINESE.
 June 25, POCHONG, British str., 1,253, Small, Chinkiang 20th June, Rice and General.—BUTTERFIELD & SWIRE.
 June 25, FUSHUN, Chinese str., 1,505, W. H. Lant, Shanghai 22nd June, General.—CHINESE.
 June 25, HAKOKU MARU, Japanese str., 1,715, K. Yabikawa, Chinkiang 19th June.—ORDER.
CLEARANCES.
 At THE HARBOUR MASTER'S OFFICE.
 25th JUNE.
 Wm. H. Smith, Amr. ship, for Puget Sound.
 Hoihow, French str., for Hoihow.
 Suochuen, British str., for Moji.
 Meridian, British str., for Java.
 Huanan, British str., for Moji.
 Amara, British str., for Kobe.
 Meifoo, Chinese str., for Shanghai.
 Kong Beag, British str., for Swatow.

DEPARTURES.

June 23, REDDLE, British gr.boat, for Canton.
 June 24, ST. QUENTIN, British str., for Gulf of Pechili.
 June 24, MICHAEL JENSEN, German str., for Haiphong.
 June 24, RAGNAR, Norw. str., for Canton.
 June 25, AMARA, British str., for Kobe.
 June 25, HALOONG, British str., for Taku.
 June 25, MEIPOO, Chinese str., for Shanghai.
 June 25, KONG BENG, British str., for Swatow.
 June 25, PETRARCH, German str., for Saigon.
VESSELS IN DOCK.
 ABERDEEN DOCKS.—MILS.
 KOWLOON DOCKS.—U.S.S. Monterey, Chang-sha, Freiburg, Sungking, Fausung.
 COSMOPOLITAN DOCK.—GOEDWIN.

SHIPPING REPORTS.

The Japanese steamer *Arake Maru*, from Kuchino 16th June, had N.E. fresh breeze.
 The British steamer *Diamant*, from Manila 22nd June, had light winds, clear weather and heavy westerly swell.
 The British steamer *Oseong*, from Saigon 20th June, had moderate southerly wind and sea and fine weather throughout.
 The British steamer *Foonchou*, from Chinkiang 20th June, had fresh to moderate southerly winds and fine, cloudy weather.
 The British steamer *Kintuck*, from Singapore 19th June, had moderate following winds and fine weather to Parnell and S.E. and S. winds and squally to port. June 24th spoke steamer *Assault*, off Parnell, bound South.
 The British steamer *Cheng Hock Kian*, from Singapore 18th June, had fresh to strong monsoon with high sea at times to Cape Padaran; from Cape Padaran to port fresh to moderate monsoon and fine, clear weather throughout.
 The British steamer *Fynosa*, from Taiwanfoo and Amoy 23rd June, had moderate S.W. wind and sea, and fresh weather to Amoy. From Amoy port moderate to fresh S.W. wind, southerly swell and fine, clear weather. Vessels in Amoy.—*Emeralda* and two Japanese men-of-war.
 The Chinese steamer *Fushun*, from Shanghai 22nd June, experienced fresh S.W. monsoons and fine weather from time of leaving until date of arrival. On Sunday, June 24th, one o'clock, p.m., position ten miles S.W. by S. of Chapei Island, passed an abandoned junk. Also same day, 6 p.m., when five miles S.W. of the Brothers, passed battleship *Oregon*, bound North.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

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"SUISANG."
 Captain Todd, will be despatched as above TO-DAY, the 26th inst., at Noon.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
 Hongkong, 25th June, 1900. [182]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship.

"SZACHUEN."
 will be despatched as above TO-DAY, the 26th inst., at 2 p.m.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 21st June, 1900. [1815]

OCEAN STEAMSHIP COMPANY.

FOR LONDON via SUEZ CANAL.

THE Company's Steamship.

"ANTENOR."
 Captain M. H. F. Jackson will be despatched as above TO-DAY, the 26th June.
 For Freight, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 18th May, 1900. [1517]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship.

"ANPING MARU."
 Captain I. Sato, will be despatched for the above ports TO-MORROW, the 27th inst., at Daylight.
 For Freight or Passage, apply to THE MIYOSHI BUNSEN KAISHA, Agents.
 Hongkong, 18th June, 1900. [1448]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA AND ILOILO.

THE Company's Steamship.

"KAIFONG."
 Captain Pennafather, will be despatched as above TO-MORROW, the 27th inst., at 4 p.m., instead of as previously advertised.
 The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.
 A duly qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 25th June, 1900. [1779]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship.

"DIAMANT."
 Captain A. Ramsay, will be despatched as above TO-MORROW, the 27th inst., at 6 p.m.
 The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
 Hongkong, 21st June, 1900. [1811]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship.

"STUTTGART."
 OF THE NORDDEUTSCHER LLOYD.
 Captain P. Grosch, due here with the outward German Mail about the 27th inst., will leave for the above places about 24 hours after arrival.
 NORDDEUTSCHER LLOYD.
 For further Particulars, apply to MELCHERS & CO., Agents.
 Hongkong, 23rd June, 1900. [8]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

INABA MARU (Marseilles, London, and Antwerp, via Singapore, Penang, Colombo & Port Said) Friday, 29th June, at Daylight.

FUTAMARU (Sydney and Melbourne, via Manila, Thursday Island, Townsville & Brisbane) Friday, 29th June, at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Coler Road.

A. S. MIHARA, Manager.
 Hongkong, 26th May, 1900. [12]

Peninsular and Oriental Steam Navigation Company.

FOR SHANGHAI.

FOR LONDON via SUEZ CANAL.

FOR SWATOW, AMOY, AND TAIWANFOO.

FOR MANILA AND ILOILO.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

FOR SWATOW, AMOY, AND TAIWANFOO.

FOR MANILA AND ILOILO.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

FOR SWATOW, AMOY, AND TAIWANFOO.

FOR MANILA AND ILOILO.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

FOR SWATOW, AMOY, AND TAIWANFOO.

FOR MANILA AND ILOILO.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

FOR SWATOW, AMOY, AND TAIWANFOO.

FOR MANILA AND ILOILO.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

FOR SWATOW, AMOY, AND TAIWANFOO.

FOR MANILA AND ILOILO.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

FOR SWATOW, AMOY, AND TAIWANFOO.

FOR MANILA AND ILOILO.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

FOR SWATOW, AMOY, AND TAIWANFOO.

FOR MANILA AND ILOILO.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

FOR SWATOW, AMOY, AND TAIWANFOO.

FOR MANILA AND ILOILO.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

FOR SWATOW, AMOY, AND TAIWANFOO.

FOR MANILA AND ILOILO.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

FOR SWATOW, AMOY, AND TAIWANFOO.

FOR MANILA AND ILOILO.

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
 "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th June, 1900.
 "EMPEROR OF JAPAN" Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th July, 1900.
 "EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 5th Aug., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 1, 3, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender Street.

Hongkong, 7th June, 1900. [9]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

OLDENBURG THURSDAY 28th June

BAYERN THURSDAY 13th July

STUTTGART THURSDAY 28th July

KONIG ALBERT THURSDAY 9th August

WEIMAR THURSDAY 23rd August

ERZBISCHOF THURSDAY 6th September

PREUSSEN THURSDAY 20th September

SACHSEN THURSDAY 3rd October

OLDENBURG THURSDAY 17th October

BAYERN THURSDAY 31st October

STUTTGART THURSDAY 14th November

KONIG ALBERT THURSDAY 28th November

ERZBISCHOF THURSDAY 12th December

PREUSSEN THURSDAY 26th December

ON THURSDAY, the 28th day of June, 1900, at Noon, the Steamship "OLDENBURG" of the NORDDEUTSCHER LLOYD, Captain H. Finger, with PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon on FRIDAY, the 29th June. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 27th June, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 27th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than 22.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 15th June, 1900. [8]

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 23, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 18, 1900, at Noon.

THE Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 23rd June, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to be in full; value of same required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 4th June, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

THE Company's Steamship

"ULYSSES" will be despatched as above on THURSDAY, the 28th inst. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th June, 1900.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"FUTAMI MARU" (3,800 tons gross, Captain J. Thom), will be despatched for the above port on FRIDAY, the 29th instant, at 4 P.M.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of the passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 22nd June, 1900.

THE OSAKA SHOSHEN KAISHA.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMUJI MARU," will be despatched for the above ports on SUNDAY, the 1st July, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th June, 1900.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROR. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA" will be despatched for the above port on or about 24th July.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 30th May, 1900.

VESSELS ON THE BERTH.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ARMENIA" will be despatched for the above port on or about 25th June.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 24th May, 1900.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DUBOUI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 2nd July, 1900, at 4 P.M. the Company's Steamship

"LAOS," Captain Flaudin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 1st July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 19th June, 1900.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 7th July, 1900, at Noon, taking passengers and cargo for the above ports.

8th and 9th, all cargo for France, and Sea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 25th June, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU," Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th June, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR," Captain Jackson, will be despatched as above on TUESDAY, the 24th inst.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th June, 1900.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to DODWELL & CO. LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, July 5, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on THURSDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day. All Parcel Packages should be marked to be in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 11th June, 1900.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 14, at Noon.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at Noon.

CORICO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at Noon.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 14th July, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 30th June, 1900.

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA, AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "THYRA" About 30th June.

S.S. "ENERGIA" About 31st July.

S.S. "CARLEIGH CITY" About 30th Aug.

S.S. "STRATHGUTH" About 15th Sept.

THE Steamship "THYRA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on or about 30th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Values of same are required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, Hongkong, 11th June, 1900.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENALDER" will be despatched as above on or about THURSDAY, the 5th prox.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 13th June, 1900.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ETTRICKDALE" will be despatched for the above port on or about the 6th July, and the Steamship

"SIKIL" on or about the 13th July. They will be followed by the Steamship

"AFGHANISTAN" For Freight, apply to DODWELL & CO., Ld., Agents.

Hongkong, 12th June, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS" will be despatched as above on TUESDAY, the 10th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th June, 1900.

SHEWAN, TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA" will be despatched for the above port on or about 15th July.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 1st June, 1900.

FOR NEW YORK

THE 3/3 A. 1.1 American Ship

"L. SCHEPP" Captain Kendall, is now loading and will be despatched latest end of July, a.e.

For Freight, apply to SIEMSEN & CO., Agents.

Hongkong, 25th June, 1900.

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA, AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "THYRA" About 30th June.

S.S. "ENERGIA" About 31st July.

S.S. "CARLEIGH CITY" About 30th Aug.

S.S. "STRATHGUTH" About 15th Sept.

THE Steamship "THYRA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on or about 30th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Values of same are required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, Hongkong, 11th June, 1900.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENALDER" will be despatched as above on or about THURSDAY, the 5th prox.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 13th June, 1900.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ETTRICKDALE" will be despatched for the above port on or about the 6th July, and the Steamship

"SIKIL" on or about the 13th July. They will be followed by the Steamship

"AFGHANISTAN" For Freight, apply to DODWELL & CO., Ld., Agents.

Hongkong, 12th June, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS" will be despatched as above on TUESDAY, the 10th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th June, 1900.

